

## **The response and suggestions on the PSPC implementation in China's shipbuilding industry**

“Performance Standard for Protective Coatings” (PSPC), referred in the amendments to regulations II-1/3-2 and XII/6 of the International Convention for the Safety of Life at Sea (SOLAS), as amended adopted by resolution MSC.216 (82), will play an active role in preventing and reducing the risk of marine safety caused by corrosion. In order to better implement PSPC, GUIDELINE FOR PSPC enacted by IACS will provide a good guidance for shipbuilding industry’s implementing PSPC, and we support the establishment and issuance of these two documentations.

PSPC is scheduled to be enforced on July 1, 2008. International Association of Classification Societies (IACS) also stipulate the vessels, which are in accordance with "common structure regulations"(CSR), to implement at present. As PSPC is of higher requirements than the current traditional technical requirements in many technical requirements, it will undoubtedly bring a lot of influences in shipbuilding industry. Here we’ll respectively introduce the recent response measures and some suggestions in China's shipbuilding industry as follows:

## 1. corresponding measures

In order to minimize the impact of the PSPC implementation in China's shipbuilding industry, in recent years China's shipbuilding industry has adopted the following response measures:

- ①. In the entire industry (large, medium and small enterprises), the PSPC standard's propaganda and implementation should be developed. The enterprise leaders and technical staff should profoundly understand the main contents and the implementation difficulties of the standard so as to make full ideological and material & technical preparations of the standard's implementation as soon as possible.
- ②. Regarding the difficulties of reducing areas of damages after erection and water soluble salts limit, the entire industry is organizing forces to tackle the problems and the standard stimulation implementation. When some enterprises have obtained the successful experience, the whole industry will sum up and promote it.
- ③. Organize the coating experts to work out the guiding technical documents implemented upon the standard, to regulate the calculation method of coating damaged areas for ballast tanks and carry through the relevant scientific research implemented by the standard. After the verification of the simulation implementation, standards for the China's shipbuilding industry will be established.

- ④. Good preparation of the establishment for the coating inspector's training and accreditation agencies verified by the Administration of China.
- ⑤. Good preparation of the establishment for the coating material testing and certifying agencies verified by the Administration of China.

## 2. the proposals

①. As China, Japan and Korea are the world's three largest shipbuilding countries, we have the same obligations and the common related interests in the shipbuilding's quality control and promoting the development of the world's shipbuilding industry. Therefore, we should work together and have a regular communication to the reply of the difficulties caused by the implementation of the international standard, and jointly push forward the development of the world's shipbuilding.

②. Besides PSPC standard, IMO is preparing to establish many other standards for shipbuilding coating, such as void space standard, the oil tank standard. China, Japan and Korea should continue to maintain such kind of the cooperation as treating PSPC and work with IMO to make these standards more reasonable, more scientific and more operable.

③. China, Japan and Korea should not only respectively research the response measures of the PSPC implementation in the coating technical aspects, but also work with the paint manufacturers to study the ballast

tank coatings (including shop primer) how to adapt to the requirement of the PSPC standard.

China's shipbuilding industry delegation

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